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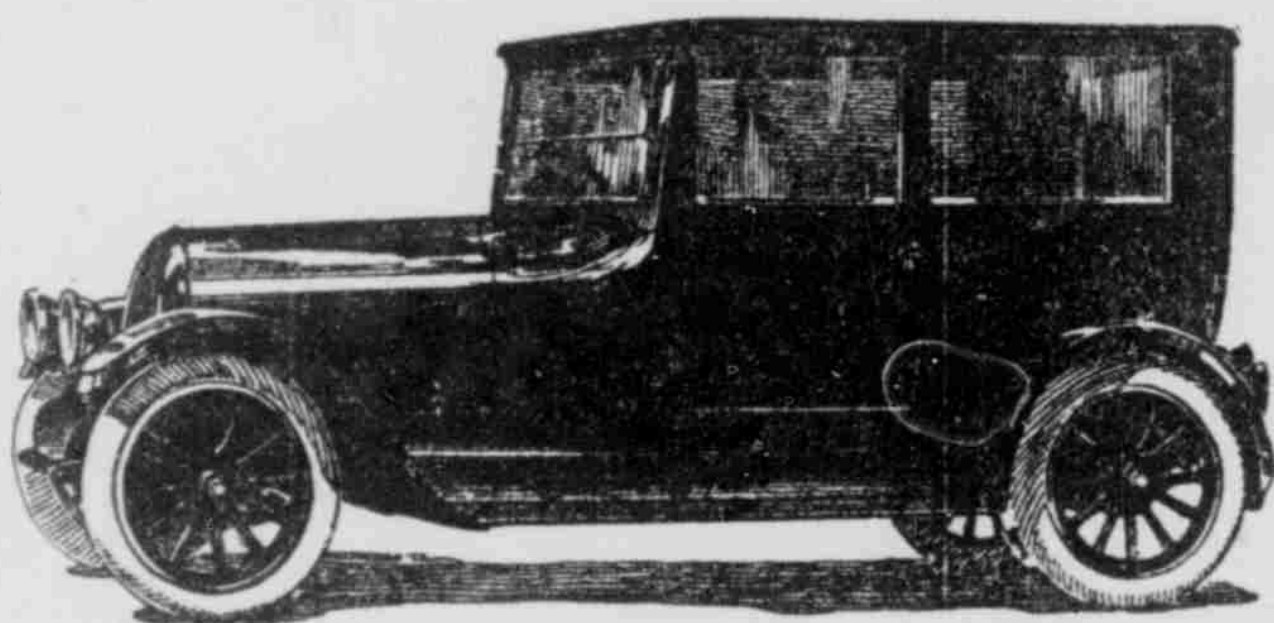
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Editor United Mine Workers Journal Sees Another Coal Shortage Due to Idleness

BY ELLIS SEARLES.
(Editor the United Mine Workers' Journal publication of the United Mine Workers of America.)

The year 1920 opened with small stocks of coal on hand throughout the country. Consumption exceeded production, and factories, mills, shops, railroads and other consumers were compelled to use up what little coal they had on hand.

Miners worked every day that they had opportunity to work, and they produced all the coal that they could produce under the circumstances that existed at that time.

Yet this was not enough to meet the demand, with the result that prices went soaring to unheard-of figures.

Much of the difficulty last year was due to the failure of the railroads to transport all of the coal that was needed. The railroads are not in any better condition to handle a large coal tonnage this year than they were last year. They are allowing their equipment to deteriorate. Little, if anything, is being done to keep their rolling stock and power in condition to meet the demands that are certain to be made upon them. When the time comes

that coal consumers start on their grand rush for coal, the railroads will be unable to haul enough coal to meet the needs, and that very minute the famine will show its head.

Sounds "Coal Famine" Alarm.

Samuel Dunn, editor of Railway Age, may be regarded as being about as well informed on railroad conditions as any man in the country, and he sees the coal famine not very far away. He has sounded his alarm to the country from the viewpoint of the railroads. In a recent article Mr. Dunn said:

"If present tendencies in the production and transportation of coal are not speedily changed the American people within a few months will be confronted with the most serious danger of a coal famine ever known. The situation demands the immediate attention of coal consumers, dealers and the interstate commerce commission."

"There has been a plethora of propaganda in the past, because the railroads could not handle enough coal when the people wanted it. There is need to make all concerned understand now that if the railroads are not soon given opportunity to haul more coal, the situation developing will be far more acute than any previously experienced. The railroads can transport all the coal the country needs if given opportunity to handle it in reasonably uniform volume."

What Country Faces.

Phil H. Penna, secretary-treasurer of the Indiana Coal Operators' association, himself an operator, told the public a few days ago in an interview just what it is up against.

"We had in 1919," he wrote, "immediately following the termination of the war, and the cancellation of government contracts, very little demand. No coal was stored. When the revival of business came everybody wanted coal at once and the railroads did not have equipment enough to haul it. That was the cause of the condition of 1920 and just as sure as the sun rises and sets we are going to have the same condition on the day the revival of business sets in in this country and consumers begin to look about for a supply of fuel."

"The idle freight cars that are on the sidings now will be entirely inadequate to take care of any considerable demand. Those who are familiar with the coal trade can plainly see the time approaching when we still have market conditions similar to those of 1920."

Approximately 15 per cent. of the total output of soft coal is used for domestic purposes, such as heating of homes and the like, but it is an important 15 per cent. for it means comfort, health and safety in millions of homes. It would be an easy task for the miners of the country to produce that 15 per cent. of coal within a very few weeks. If the people would but place their orders. Once that requirement were met the average citizen could face the coming cold season with a greater degree of security for he would know that his family was protected.

Approximately 30 per cent. of the total output of soft coal is consumed by the railroads of the country. This 30 per cent. added to the 15 per cent. for domestic consumption accounts for 45 per cent. of the total production. The remaining 55 per cent. goes to industries, public utilities, shipping and export.

The average annual consumption of soft coal in the United States in the last four years was 535,000,000 tons. To meet this average annual demand would require a steady output of a little more than 44,500,000 tons per month. Yet we see in the bulletin of the United States geological survey that the production is now running in the neighborhood of 30,000,000 tons a month.

Approaching Crisis at a Gallop.
What more is needed to convince the public that we are approaching a coal famine—and at a gallop? The railroads say so; the coal operators say so, and the miners say so. All three are pointing out to the people the imminence of the danger. All three are telling the public how the public may protect itself.

The miners want work. They will dig the coal if given the opportunity. The coal operators want to keep their mines in operation. The railroads stand ready and anxious to haul the coal from mine to consumer. There will be no reduction in the wages of miners. There are no indications of a reduction in railroad rates. There is no good reason why any railroad, industry, utility or private consumer should wait and take the chance of facing a famine.

It is too serious a matter to be passed with simply a glance.

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To The Women of South Bend and Vicinity:—
April 2nd, 1921.

Undoubtedly you will recall with a great deal of pleasure THE SALE OF APPRECIATION last year and the year before. Every garment in the store was offered at a gratifyingly reduced price—my way of showing appreciation to the women of this vicinity for their past liberal patronage.

This year THE SALE OF APPRECIATION marks my second anniversary as owner of The Newman store. And this year the event takes on added significance as improvements are now nearing completion which will make The Newman store one of the finest and most complete ladies' specialty shops in Indiana.

So this year we will combine business with pleasure by welcoming you to our SALE OF APPRECIATION, and also welcoming you to our fine new store.

THE SALE OF APPRECIATION starts Wednesday morning and will continue throughout the balance of the week. To show how much we appreciate your business and your continued evidences of good will, we will offer every piece of merchandise in our store at a reduced price, and this price will be so interesting that you owe it to yourself to attend this sale. There will be actual savings of many dollars on each purchase you make during this sale. It is simply our way of saying "Thank You" to the folks, who by their patronage, have made The Newman store the modern, progressive store with a vision, that it is today.

In conclusion, we can simply say that the welcome mat is out for you at The Newman store. THE SALE OF APPRECIATION starts Wednesday morning. Do come.

Once more an expression of "Thank You" to our friends through THE SALE OF APPRECIATION.

Sincerely Yours,

A. R. Mayfield



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